

## IN THE CLAIMS

1. (previously presented) In a motor vehicle having at least one air conditioning system (1) ducting (6,12,15) that connects a compressor (3) attached to an engine (2) of the motor vehicle with at least one heat exchanger (8,10) attached to a body (7) of the motor vehicle, wherein the ducting (6,12,15) has at least one curve (37-40),

the improvements characterized in that the ducting is made entirely of metallic substance, inclusive of couplings (42-45) thereof, and has an outside diameter of no more than less than 13 mm.

2. (previously presented) Motor vehicle according to Claim 1, characterized in that the ducting has a second curve, one curve being for damping and one curve being determined by a geometry of a compartment for the engine compartment.

3. (previously presented) Motor vehicle according to Claim 1, characterized in that a portion of the ducting for throttling flow of working medium of the air conditioning system ducting has an inside diameter small enough for the throttling of the flow.

4. (previously presented) Motor vehicle according to any of the Claim 1, characterized in that a working medium of the air conditioning system ducting is CO<sub>2</sub> and the ducting is on a pressure side of the compressor (3) and has an outside diameter of no more than 11 mm.

5. (previously presented) Motor vehicle according to Claim 4, characterized in that a portion of the ducting for throttling flow of the CO<sub>2</sub> has an inside diameter of no more than less than 2 mm and an outside diameter in the range of 2 to 4 mm.
6. (previously presented) Motor vehicle according to Claim 5, characterized in that a filter (53) is added the ducting in flow direction in the ducting before the portion for the throttling.
7. (previously presented) Motor vehicle according to Claim 1, characterized in that the ducting has an additional pipe coupling (46, 47) at a distance away from couplings (42 - 45) for the compressor (3) and for the heat exchanger (8,10).
8. (previously presented) Motor vehicle according to Claim 1, characterized in that the ducting leads from the compressor (3) to a heat exchanger (8) on the pressure side of the compressor and has an enlargement of cross section (52) for damping pressure impulses.
9. (previously presented) Motor vehicle according to Claim 8, characterized in that the enlargement of cross section is a muffler.
10. (previously presented) Motor vehicle according to Claim 1, characterized in that the metallic substance is diffusion-proof metal.

11. (previously presented) Motor vehicle according to Claim 2, characterized in that a portion of the ducting for throttling flow of working medium of the air conditioning system ducting has an inside diameter small enough for the throttling of the flow.
12. (previously presented) Motor vehicle according to Claim 3, characterized in that a working medium of the air conditioning system ducting is CO<sub>2</sub> and the ducting is on a pressure side of the compressor (3) and has an outside diameter of no more than 11 mm.
13. (previously presented) Motor vehicle according to Claim 3, characterized in that a portion of the ducting for throttling flow of the CO<sub>2</sub> has an inside diameter of no more than less than 2 mm and an outside diameter in the range of 2 to 4 mm.
14. (previously presented) Motor vehicle according to Claim 11, characterized in that the ducting has an additional pipe coupling (46, 47) at a distance away from couplings (42 - 45) for the compressor (3) and for the heat exchanger (8,10).
15. (previously presented) Motor vehicle according to Claim 2, characterized in that the ducting has an additional pipe coupling (46, 47) at a distance away from couplings (42 - 45) for the compressor (3) and for the heat exchanger (8,10).
16. (previously presented) Motor vehicle according to Claim 2, characterized in that the ducting leads from the compressor (3) to a heat exchanger (8) on the pressure side of the compressor and has an enlargement of cross section (52) for damping pressure impulses.

17. (previously presented) Motor vehicle according to Claim 3, characterized in that the ducting leads from the compressor (3) to a heat exchanger (8) on the pressure side of the compressor and has an enlargement of cross section (52) for damping pressure impulses.